DRAFT COPY
FOR CIRCULATION PURPOSES ONLY

Revised MIDNAPORE 2

Area Structure Plan and Supporting Information

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

July 1990

Revised MIDNAPORE 2

Area Structure Plan and Supporting Information

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

July 1990

91-00452/

PUBLISHING INFORMATION

TITLE:	*REVISED* MIDNAPORE PHASE 2 AREA STRUCTURE PLAN
AUTHOR:	CITY AND COMMUNITY PLANNING
STATUS:	DRAFT
PRINTING DATE:	JULY, 1990
ADDITIONAL COPIES:	THE CITY OF CALGARY PLANNING INFORMATION CENTRE P.O. BOX 2100 CALGARY, ALBERTA T2P 2M5 (403) 268-5333

REVISED MIDNAPORE PHASE 2 AREA STRUCTURE PLAN

TABLE OF CONTENTS

		PAGE
THE ROLE OF THE AREA STRUCTURE PLAN		ii
THE AREA STRUCTURE PLAN		1
1.0	**PURPOSE OF THIS PLAN**	1
2.0	**PLANNING AREA**	2
3.O	**SUMMARY OF PLAN**	4
4.0	**PLANNING POLICIES**	6
4.1	Residential Areas	6
4.2	Commercial Areas	6
4.3	Industrial Areas	7
4.4	Open Space	7
4.4.1	School Sites	7
4.4.2	Pathway System	8
4.4.3	Edge Treatment with Fish Creek Provincial Park	9
4.5	Transportation System	9
4.5.1	Roads	9
4.5.2	Light Rail Transit (LRT)	10
4.5.3	Bus Service	11
4.6	Utility Services	11
4.6.1	Sanitary Sewer	11
4.6.2	Storm Sewer	11
4.6.3	Water Serivce	11
4.6.4	Electricity, Telephone, Cable TV	11
4.6.5	Natural Gas	11
4.7	Historical Resources	12
4.8	Phasing	12

LIST OF MAPS

MAP 1	LOCATION	3
MAP 2	LAND USE	5

THE ROLE OF THE AREA STRUCTURE PLAN

The role of the area structure plan is to provide a framework for the future subdivision and development of an area usually covering between one and four sections of land. Area structure plans are prepared in conformity with Section 64 of the **Planning Act** and the policies of the **Calgary General Municipal Plan**.

Area structure plans are statutory documents which come into effect only after being approved by Council following a public hearing. Their policies are binding on plans of subdivision, and land use and development decisions must be in conformity with them. The information typically found in area structure plans includes the land uses proposed for an area, the expected population density, the general location of major transportation routes and utilities, the location of schools and the provision of community and emergency services.

REVISED MIDNAPORE PHASE 2 AREA STRUCTURE PLAN

THE AREA STRUCTURE PLAN

1.0 PURPOSE OF THIS PLAN

This plan is an update of the original **Midnapore II Area Structure Plan** approved by Council in April 1979 and incorporates all amendments. The original plan had become very outdated and the frequent need to make amendments to it resulted in a document that was very difficult to use. This plan summarizes the development that has already occurred and provides the basis for making planning decisions on the remaining undeveloped lands.

A major departure from the original plan is the abandonment of the system of development "cells" which are irrelevant in view of the amount of development that has now taken place. As well, the boundaries of the study area have been extended eastward to Macleod Trail and southward to the Transportation and Utility Corridor.

2.0 PLANNING AREA (MAP 1)

Midnapore II covers approximately 829 hectares (2,047 acres) of land. Part of the area is to the west and part to the east of Macleod Trail (Highway 2). It is divided into the following community districts:

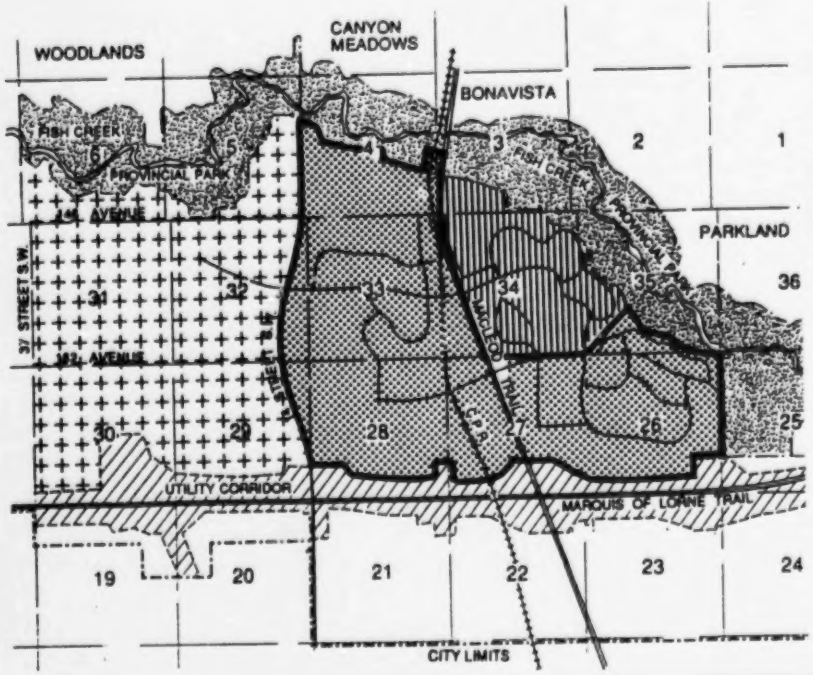
(a) Sundance - Bounded on the north by the Midnapore I planning area and by Fish Creek Provincial Park; to the east by Fish Creek Provincial Park; to the south by the Transportation and Utility Corridor (TUC) and to the west by Macleod Trail.

(b) Shawnee Slopes - Bounded to the north by Fish Creek Provincial Park; to the east by Macleod Trail; to the south by 146 Avenue S.W. and to the west by 14 Street S.W.

(c) Millrise - Bounded on the north by 146 Avenue S.W.; to the east by Macleod Trail; to the south by Shawnessy Boulevard S.W. and to the west by the proposed 14 Street S.W. road alignment.

(d) Shawnessy - Bounded on the north by Shawnessy Boulevard S.W.; to the east by Macleod Trail; to the south by the TUC and to the west by the proposed 14 Street S.W. road alignment.

These community district names are used throughout this plan wherever policies apply to only portions of the planning area. It should be noted that City of Calgary community district boundaries do not necessarily follow community association boundaries.



MIDNAPORE 2

MAP 1

LOCATION MAP

LEGEND

- MIDNAPORE II STUDY AREA
- MIDNAPORE I DESIGN BRIEF AREA
- PROPOSED MIDNAPORE III PLANNING AREA
- TRANSPORTATION AND UTILITY CORRIDOR
- FISH CREEK PROVINCIAL PARK

DATE: JULY 1990

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1 mile
0 1609 meters

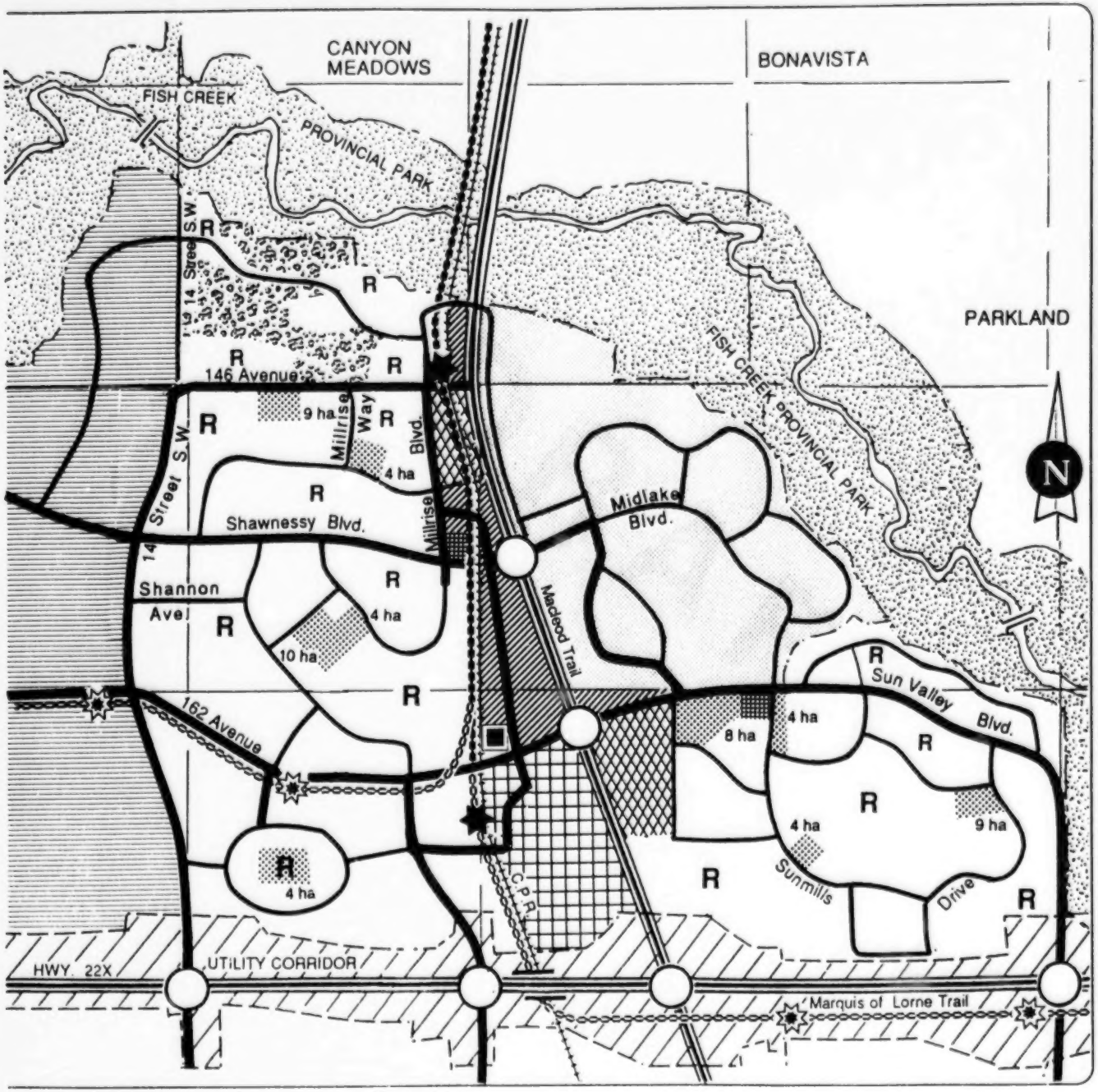
3.0 SUMMARY OF PLAN (MAP 2)

The area is being developed primarily for residential use at an average density of 12 to 17 units per hectare (5 to 7 units per acre). A regional centre (Shawnessy Centre) will be built on a site on the west side of Macleod Trail south of the 162 Avenue S.W. grid alignment. The centre is expected to combine regional shopping facilities with office, institutional and possibly recreational uses.

Two small sector shopping centres will also be built; one south of Sun Valley Boulevard and west of Sunmills Drive S.E.; the other east of Millrise Boulevard and north of Shawnessy Boulevard S.W. Two areas are designated for restricted light industrial use, one on the west side of Macleod Trail south of 146 Avenue S.W., the other on the east side of Macleod Trail south of Sun Valley Boulevard S.E. Both are intended as high quality industrial areas accommodating warehouses, offices, retail stores, institutional, and recreational uses.

The major open space in the area is Fish Creek Provincial Park and a pathway system will link it with the community joint use sites and other large open spaces.

It is recommended that the LRT be extended to Midnapore when the population south of Fish Creek reaches 27,000 and to Shawnessy when it reaches 64,000. Also, Sarcee Trail will need to be extended to Highway 22X before that 64,000 population threshold is reached.



MIDNAPORE 2 — **MAP 2**

LAND USE

LEGEND

- R — LOW DENSITY RESIDENTIAL
- COMMERCIAL
- REGIONAL CENTRE
- SECTOR SHOPPING CENTRE
- RESTRICTED LIGHT INDUSTRIAL
- PRIVATE GOLF COURSE
- APPROXIMATE MUNICIPAL AND SCHOOL RESERVE LOCATION
- RECREATION / EDUCATION COMPLEX
- FREEWAY
- MAJOR ROAD
- COLLECTOR / PRIMARY COLLECTOR ROAD
- APPROVED L.R.T. ALIGNMENT
- POSSIBLE FUTURE L.R.T. ALIGNMENT
- APPROVED L.R.T. STATION
- POSSIBLE FUTURE L.R.T. STATION
- MIDNAPORE I PLANNING AREA
- PORTION OF MIDNAPORE III PLANNING AREA

DATE: JULY 1990

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/2 mile
0 800 Meters

4.0 PLANNING POLICIES (MAP 2)

4.1 Residential Areas

(a) The predominant form of housing is expected to be single detached dwellings.

(b) Multi-family condominium and rental accommodation shall be provided in close proximity to the proposed LRT stations. Elsewhere the provision of multi-family housing, unless required by the Approving Authority, shall be at the discretion of the developer. Suitable sites for multi-family shall be chosen with regard to the Multi-Residential Development Location Guidelines, Table 3.3.3 in the **Calgary General Municipal Plan**.

(c) The overall density for the Midnapore II planning area should be in the range of 12 to 15 units per gross hectare (5 to 6 units per acre).

4.2 Commercial Areas

(a) A regional centre has been approved as a suitable use for the 57 hectare (140 acre)± site between Macleod Trail and the CPR tracks south of 162 Avenue S.W. It should be developed as a multi-functional activity centre combining a regional shopping centre, with general commercial and recreational uses to be determined.

(b) General commercial use is recommended for those lands north of 162 Avenue S.W., between Macleod Trail and the CPR tracks.

(c) Two small sector shopping centres are recommended, one on a parcel of approximately 2.4 hectares (6 acres) on the east side of Millrise Boulevard north of Shawnessy Boulevard S.W., the other on a 4 hectare (10 acre)± parcel west of Sunmills Drive S.E. and south of Sun Valley Boulevard.

(d) Neighbourhood shopping centres shall be provided in each community at locations to be agreed upon at the outline plan stage.

4.3 Industrial Areas

The industrial areas are intended to function as a buffer between the residential development, Macleod Trail and the CPR right-of-way. One area is a 21 hectare (53 acre)± parcel east of Macleod Trail and south of Sun Valley Boulevard S.E. and the other a 9 hectare (22 acre)± site south of 146 Avenue between the CPR tracks on the east and Millrise Boulevard to the west. These areas:

(a) Shall be high quality and visually attractive to adjacent residential development;

(b) Should include a wide range of compatible light industrial and commercial uses.

4.4 Open Space

The configuration of the open space system is conceptual only and may be varied at the outline plan stage. However, the following should be provided for.

4.4.1 School Sites

Unless otherwise agreed by the school boards, the location and approximate size of school sites shall be as follows:

4.4.1.1 Sundance

(a) An 11 hectare (27 acre)± site for a public senior high school;

(b) A 4 hectare (10 acre)± site for a separate elementary and junior high school;

(c) A 4 hectare (10 acre)± public elementary school site;

(d) One 9 hectare (22 acre)± site for a public elementary and junior high school.

4.4.1.2 Shawnee Slopes and Millrise

(a) One 4 hectare (10 acre)± site for a public elementary school;

(b) One 9 hectare (22 acre)± site for a separate elementary school, a public junior high school and a community facility.

4.4.1.3 Shawnessy

(a) Two 4 hectare (10 acre)± public elementary school sites;

(b) One 10 hectare (25 acre)± site for a junior high school, a separate elementary school and a community facility.

The respective school boards will decide when schools will be provided and will arrange interim schooling arrangements.

4.4.2 Pathway System

(a) A local and regional pathway system for cyclists and pedestrians shall be provided to the satisfaction of the Approving Authority.

(b) Any municipal reserve dedication remaining after higher priority open space uses, as determined by the Approving Authority, have been accommodated, should be developed as a linear park system incorporating interconnecting pathways.

(c) Except where passing through other open spaces, the pathway system shall be part of the 30 percent road dedication and accommodated within the road and utility rights-of-way.

(d) Grade separation shall be provided where a pathway crosses a freeway or major road. Midblock crossings should be avoided on all roads.

4.4.3 Edge Treatment with Fish Creek Provincial Park

Where a development abuts the Park:

(a) Good pedestrian access to the park shall be provided for the general public;

(b) The slope stability line, and the top of the bank of the Fish Creek escarpment, shall be determined to the satisfaction of the City Engineer;

(c) Lots shall be set back from the top of the bank of the Fish Creek escarpment by 18.2 metres (60 feet), or to the slope stability line, whichever is the greater distance. Where the 18.2 metre (60 foot) setback is the greater distance, the additional land may be provided as municipal reserve;

(d) Any natural vegetative cover within the required setback area, referred to in Subsection 4.4.4 (c), shall not be removed or disturbed in any way except for the construction of a public pedestrian pathway;

(e) The natural grades shall not be altered so that houses overlook the park more than they would otherwise have done;

(f) Prior to the approval of the tentative plan the developer shall demonstrate that by the design of the houses, their location on the lots, planting, fencing or other screening methods, no part of the development shall appear as a wall of buildings when viewed from any of the trails of Fish Creek Provincial Park;

(g) No building elevation overlooking Fish Creek Provincial Park shall be more than two stories high.

4.5 Transportation System

4.5.1 Roads

The roadway network, intended to serve the study area, is shown conceptually on Map 3. It provides the basis for a more detailed road design to be determined at the outline plan stage.

4.5.2 Light Rail Transit (LRT)

(a) It is recommended that the LRT be extended from Anderson Road to Midnapore when the population south of Fish Creek reaches 27,000.

A parcel of land, bounded by Fish Creek Provincial Park to the north, 6 Street S.W. to the west, 146 Avenue S.W. on the south and the C.P.R. tracks on the east, will provide for the future Midnapore LRT station and related parking and bus loading facilities.

(b) The extension of the LRT to Shawnessy was approved in principle by City Council in the **South L.R.T. Extension Functional Study 1982**. It is recommended that this extension take place when the population south of Fish Creek reaches 64,000. A 1.6 hectare (4 acre) parcel, bounded by the proposed Shawville Way to the north, the CPR to the west and the proposed Shawville Boulevard to the south and east, will provide for the Shawnessy station. The terminal should include a 1,000 space park-n-ride lot, auto drop off (kiss-n-ride) and a bus transfer terminal. Some of the land required for these facilities will need to be provided on the west side of the CPR tracks.

Additional provision for LRT parking will be developed west of the station site and the CPR and shall be determined at the outline plan stage.

(c) In order to provide for the option of an east-west extension of LRT, a right-of-way shall be protected:

(i) within the median of 162 Avenue S.W., between where 162 Avenue crosses the north-south LRT alignment, and also at the proposed Sarcee Trail alignment;

(ii) within the TUC on the south side of Marquis of Lorne Trail.

4.5.3 Bus Service

(a) To ensure an adequate bus service, all residential areas should be within a walking distance of 450 metres (1476 feet) from a bus route.

(b) A feeder bus service shall connect all residential areas to the closest LRT station.

4.6 Utility Services

All services shall be provided to the satisfaction of the City Engineer and Provincial Government or utility companies as appropriate.

4.6.1 Sanitary Sewer

Shawnee Slopes, and the area east of Macleod Trail, are being serviced by sewer lines tying into the major trunk located in Fish Creek Provincial Park.

Shawnessy, Millrise and the area south of 162 Avenue S.W. are to be serviced by an existing sewer line.

4.6.2 Storm Sewer

There are four catchment areas within the study area which can be serviced by storm sewer systems draining into Fish Creek and the Bow River.

A new storm drainage system is being designed for the area south of 162 Avenue S.W.

4.6.3 Water Service

All public facilities needed to service the area are already in place.

4.6.4 Electricity, Telephone, Cable TV

The location of these services shall be determined to the satisfaction of the respective utility companies.

4.6.5 Natural Gas

Restrictive covenants, prohibiting the construction of habitable dwellings within 15 metres (49 feet) of high pressure lines, and adequate maintenance easements shall be registered on the titles of affected residential lots.

4.7 Historical Resources

Since the Midnapore area is known to include significant archaeological sites, Alberta Culture shall be contacted prior to outline plan approval to see if an archaeological survey or historical impact assessment is required.

4.8 Phasing

The sequence of development should generally follow the extension of roads and utilities.

SUPPORTING INFORMATION

SUPPORTING INFORMATION TO THE *REVISED* MIDNAPORE PHASE 2 AREA STRUCTURE PLAN

TABLE OF CONTENTS

		PAGE
SUPPORTING INFORMATION		
5.0	**NATURAL FEATURES**	**15**
5.1	Soils and Geology	15
6.0	**EXISTING CONDITIONS**	**16**
6.1	Land Ownership	16
6.2	Existing Land Uses	16
7.0	**POLICIES AFFECTING THE PLAN**	**17**
7.1	The Calgary General Municipal Plan, March 1979	17
7.2	Revised Midnapore II Policy Report, April 1978	17
7.3	The South Calgary Transportation Study, September 1988	17
8.0	**THE REGIONAL TRANSPORTATION NETWORK**	**18**
8.1	Highway 2 (Macleod Trail)	18
8.2	Highway 22X (Marquis of Lorne Trail)	
8.3	Light Rail Transit (LRT)	18
8.3.1	Anderson Road to Midnapore	18
8.3.2	Midnapore to Shawnessy	18
8.3.3	Other LRT Extensions	18
9.0	**UTILITY SERVICES**	**20**
9.1	Sanitary Sewer Service	20
9.2	Storm Sewer Service	22
9.3	Water Service	24
9.4	Electrical Service	26
9.5	Telephone Service	28
9.6	Natural Gas Service	30
10.0	**COMMUNITY SERVICES**	**32**
10.1	Police Service	32
10.2	Fire Protection	32
10.3	Library Service	32
10.4	Social Services	32
10.5	Public Health Services	32
LIST OF MAPS		
MAP 3	TRANSPORTATION AND PATHWAY SYSTEMS	19
MAP 4	SANITARY SEWER SERVICE	21
MAP 5	STORM SEWER SERVICE	23
MAP 6	WATER SERVICE	25
MAP 7	ELECTRICAL SERVICE	27
MAP 8	TELEPHONE SERVICE	29
MAP 9	NATURAL GAS	31

SUPPORTING INFORMATION TO THE *REVISED* MIDNAPORE PHASE 2 AREA STRUCTURE PLAN

5.0 NATURAL FEATURES

Part of the planning area is in the upland plateau which extends from Fish Creek valley to Pine Creek valley, and from the escarpment of the Bow River to a shallow channel directly west of Macleod Trail. Further west is rolling cropland.

Excluding the Bow River and Fish Creek valley bottoms, the elevation change throughout the area does not exceed 114 metres (375 feet) with land along 37 Street S.W. being the highest at 1,158 metres (3,800 feet) and portions of the **Midnapore I Design Brief** area being the lowest at 1,044 metres (3,425 feet). The majority of the land in the area is gently undulating prairie typical of the Calgary region.

Major slopes are found along the Fish Creek and Bow River valleys. Other slopes occur along the tributaries of the Fish Creek valley. The remaining land rises slightly to the southwest, creating minor downslopes to the north and northeast. The relief of the land provides good views particularly to the west from several locations.

The topography of the study area poses no significant constraints to development since major undevelopable slopes are found only within the Fish Creek Provincial Park.

5.1 Soils and Geology

The soil in the Midnapore area is mostly silt, sand and clay deposits and is susceptible to frost heaving.

6.0 EXISTING CONDITIONS

6.1 Land Ownership

Much of the study area is now subdivided and developed for low density residential use. The major undeveloped area is the southwest portion of the Shawnessy community district, most of which is owned by Genstar Development Company.

Included among other significant land ownerships are the Shawnee Golf Course of Shaw Construction Ltd., large portions of south Sundance owned by Imasco Enterprises Inc., and undeveloped parcels in the western portions of Millrise and Shawnessy which are owned by Costain Ltd. and Truscan Realty Ltd.

6.2 Existing Land Uses

Most of the study area is designated for low density residential use with some multi-family sites. The undeveloped southwest portion of Shawnessy is designated UR, Urban Reserve. Parcels located between Macleod Trail and the CPR, and those flanking the east side of Macleod Trail, are predominantly vacant sites designated industrial or commercial.

7.0 POLICIES AFFECTING THE PLAN

The following documents contain approved policies that are particularly important to the planning of this area.

7.1 The Calgary General Municipal Plan, March 1979

This plan designates the Midnapore area for residential development with an expected population of 42,000 (13,000 in Midnapore I and 29,000 in Midnapore II).

7.2 Revised Midnapore II Policy Report, April 1978

This report recommends a series of major transportation improvements be made in step with the growing population of the area to prevent traffic congestion on major roads. It includes a policy, subsequently incorporated into the **Midnapore II Area Structure Plan**, approved July 1979, that no development be allowed west of 14 Street S.W. until the LRT line is extended south to 146 Avenue S.W. and/or Sarcee Trail is extended south to Marquis of Lorne Trail (Highway 22X).

Since the adoption of that report, both alignments have been protected, but no decision to proceed with either has been made. The policies determining the timing and nature of the transportation improvements recommended in the report have been superseded by those in the **South Calgary Transportation Study**.

7.3 The South Calgary Transportation Study September 1988

This study updated previous traffic studies for the area south of Fish Creek and recommended a comprehensive program of transportation improvements be constructed as various population thresholds are reached. In particular the report recommends that by the time the population south of Fish Creek reaches 27,000, grade separated interchanges should be built on Macleod Trail at Anderson Road and Canyon Meadows Drive and the LRT be extended to Midnapore. Then, when the population reaches 64,000, Sarcee Trail should be extended to Marquis of Lorne Trail and an interchange should be constructed at Macleod Trail and Shawnessy Boulevard.

8.0 THE REGIONAL TRANSPORTATION NETWORK (MAP 3)

The regional transportation network consists of the following major corridors.

8.1 Highway 2 (Macleod Trail)

This six lane divided road is the main approach to the city from the south. With the implementation of the future Deerfoot Trail extension, Highway 2 will function as an urban expressway, providing indirect access to the adjacent commercial services and the surrounding urban residential uses.

8.2 Highway 22X (Marquis of Lorne Trail)

This road is located within the Transportation and Utility Corridor (TUC) which surrounds most of Calgary's presently built-up area. A major ring road will eventually be constructed in this corridor, of which Marquis of Lorne Trail and the future Sarcee Trail will form its southern and western links, respectively. This road will provide for regional traffic distribution as well as local access to urban areas.

8.3 Light Rail Transit (LRT)

8.3.1 Anderson Road to Midnapore

The extension of the LRT from Anderson Road to Midnapore and the construction of an interchange at Anderson Road and Macleod Trail was approved in the **Transportation Improvement Priorities Study 1986**. The proposed implementation period is between 1991 and 1995.

8.3.2 Midnapore to Shawnessy

The extension of the LRT to Shawnessy was approved in principle by City Council in the **South LRT Extension Functional Study 1982**.

8.3.3 Other LRT Extensions

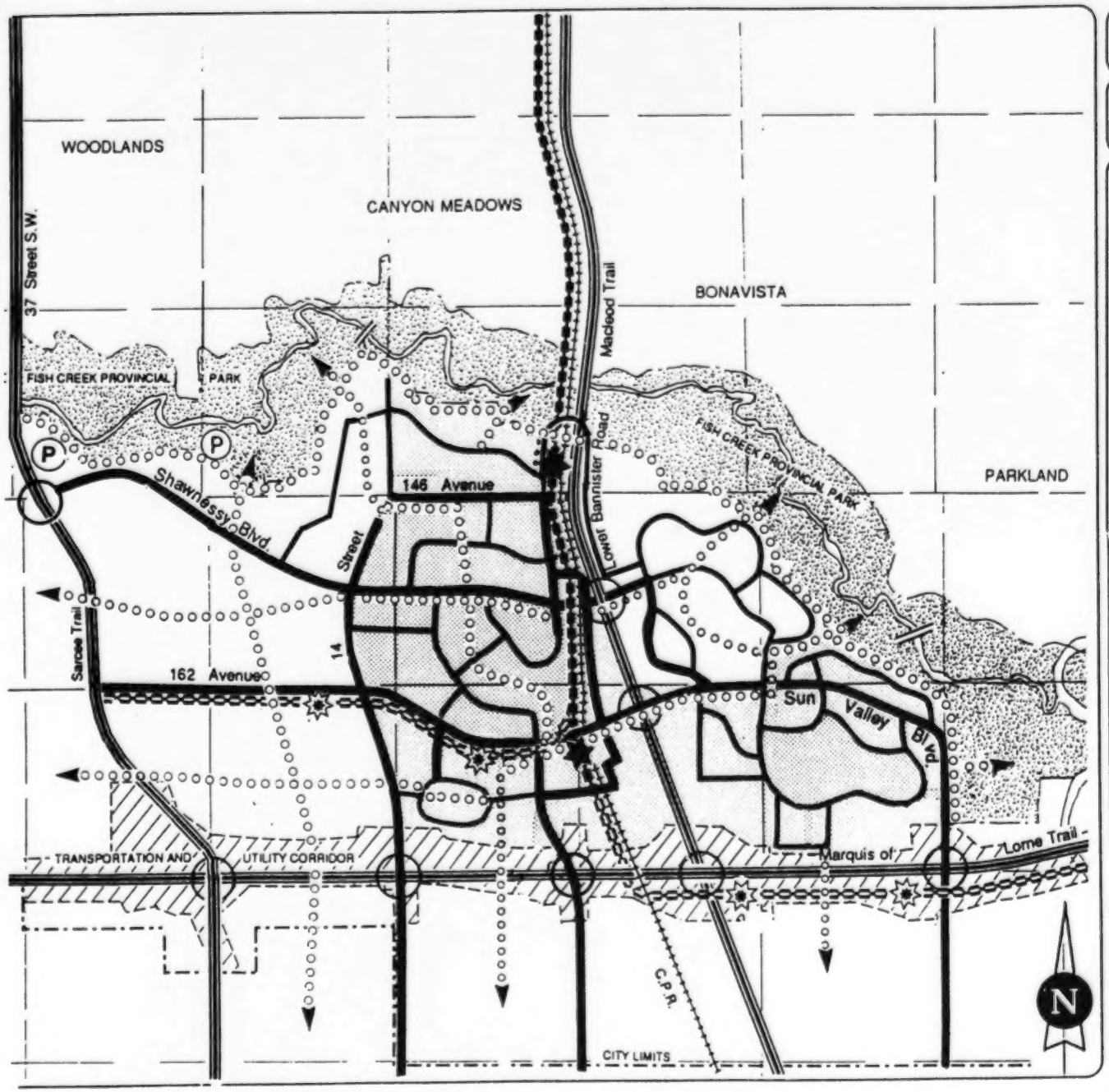
The three additional extensions of LRT approved in the **Transportation By-law** and the **South LRT Extension Functional Study**, in the Midnapore Area, are as follows:

(a) A westerly extension from the CPR in the median of 162 Avenue S;

(b) An easterly extension from the CPR in the TUC immediately south of the Marquis of Lorne Trail;

(c) A southerly extension of LRT into future development areas.

Further transportation analysis is required to determine which of these alignments, if any, is appropriate for implementation.



MIDNAPORE 2

MAP 3

REGIONAL TRANSPORTATION AND PATHWAY SYSTEMS

LEGEND

- FREEWAY OR EXPRESSWAY
- MAJOR ROAD
- COLLECTOR ROAD
- INTERCHANGE
- APPROVED L.R.T. ALIGNMENT
- POSSIBLE FUTURE L.R.T. ALIGNMENT
- APPROVED L.R.T. STATION
- POSSIBLE FUTURE L.R.T. STATION
- APPROVED VISITOR PARKING
- REGIONAL PATHWAY SYSTEM
- STUDY AREA

DATE: JULY 1990

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/2 1 mile
0 1609 meters

9.0 UTILITY SERVICES

Services shall be provided to the satisfaction of the City Engineer and Provincial Government, or utility companies, as appropriate. The following information is a guideline only.

9.1 Sanitary Sewer Service (Map 4)

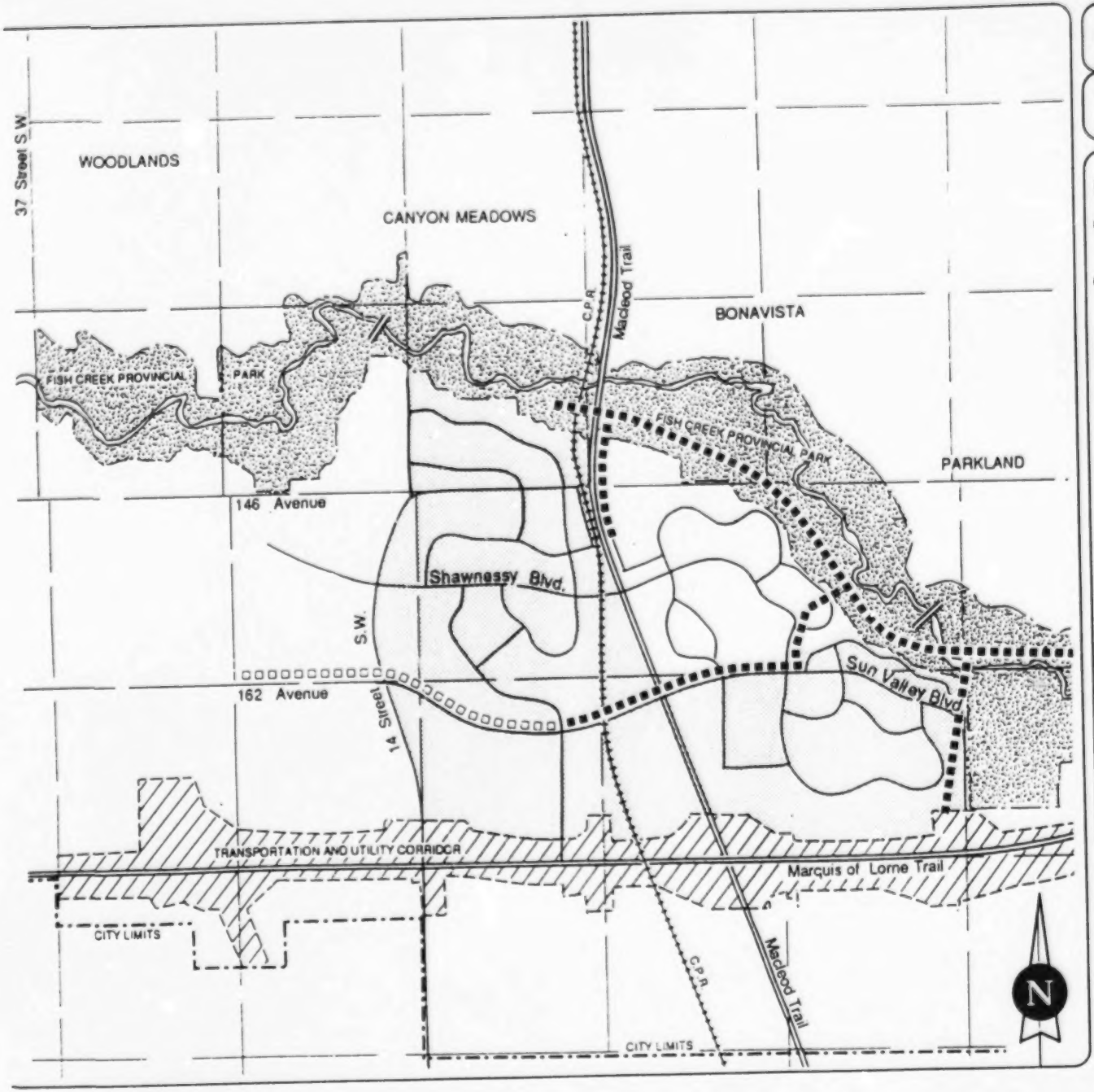
There are four catchment areas for the sanitary sewer service:

(a) The area south of 156 Avenue S.E. grid alignment and east of Macleod Trail is being serviced by a 900 millimetre (36 inch) sanitary sewer tying into the major trunk in Fish Provincial Creek Park.

(b) The area south of the 162 Avenue S.E. grid alignment and east of Macleod Trail is being serviced by a 675 millimetre (27 inch) sewer tying into the major trunk in Fish Creek Provincial Park.

(c) Shawnee Slopes community is to be serviced by a 450 millimetre (18 inch) sewer located in Fish Creek Provincial Park and on Macleod Trail.

(d) The area west of Macleod Trail and south of 146 Avenue S.W. is to be serviced by extending the existing 600 millimetre (24 inch) sewer westward along 162 Avenue S.W.



MIDNAPORE 2 — **MAP 4**

SANITARY SEWER SERVICE

LEGEND

- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER
- STUDY AREA

DATE: JULY 1990

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/2 1 mile
0 1609 meters

9.2 Storm Sewer Service (Map 5)

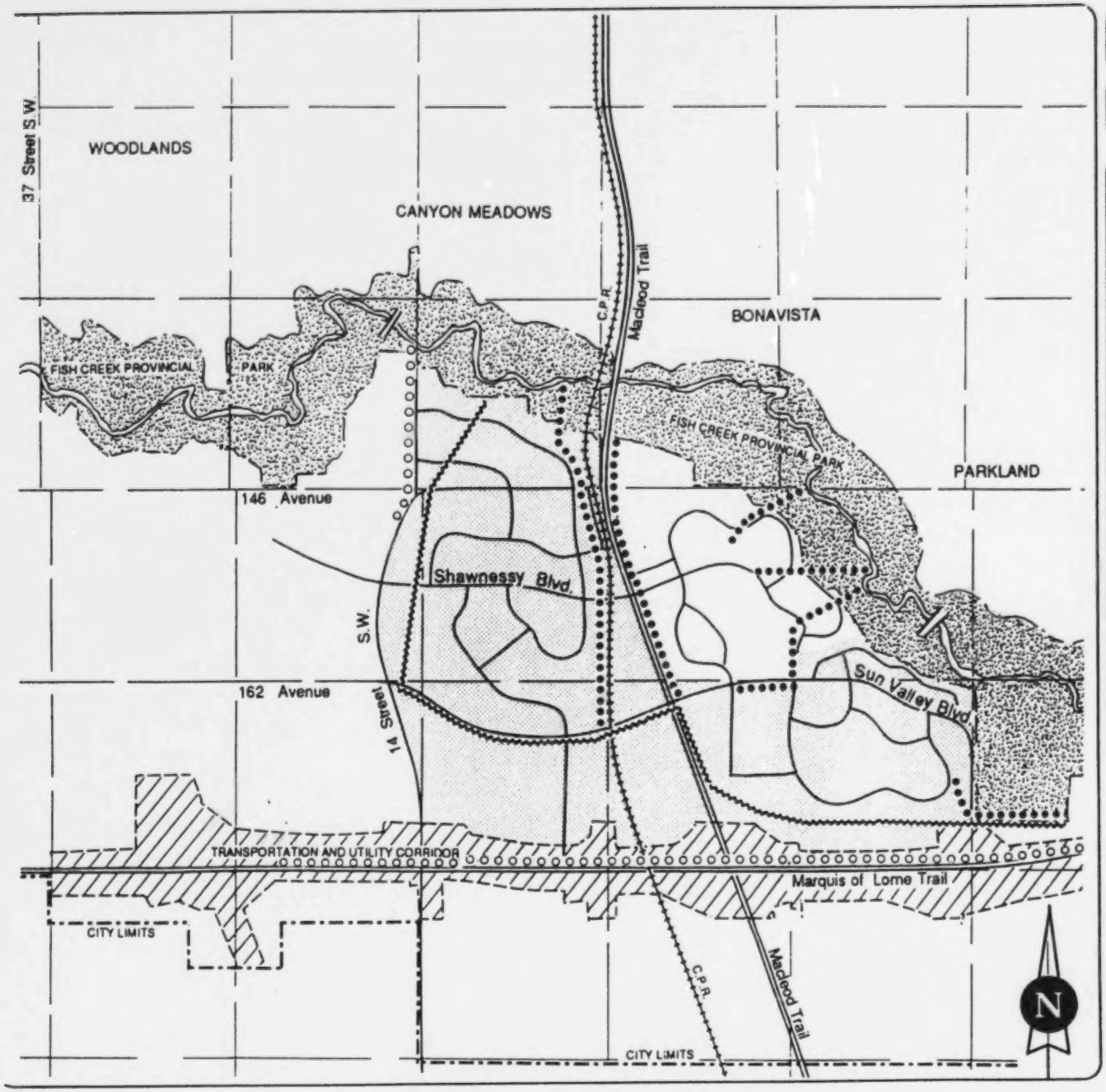
There are four storm sewer subcatchments:

(a) Three separate storm sewer systems outfalling into Fish Creek are servicing the area east of Macleod Trail.

(b) The area south and east of Sundance Lake is being serviced by an 1800 millimetre (72 inch) storm trunk outfalling into the Bow River.

(c) The area west of Macleod Trail to 14 Street S.W. and north of 162 Avenue is being serviced by a storm trunk system discharging into Fish Creek.

(d) Only a small part of the storm sewer system for the area west of Macleod Trail and south of 162 Avenue S.W., is in place. The drainage alternatives shall be evaluated and a trunk system determined when the proposed Priddis/Pine Creek Drainage Study is completed in 1990.



MIDNAPORE 2 | **MAP 5**

STORM SEWER SERVICE

LEGEND

- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- CATCHMENT AREA BOUNDARY
- STUDY AREA

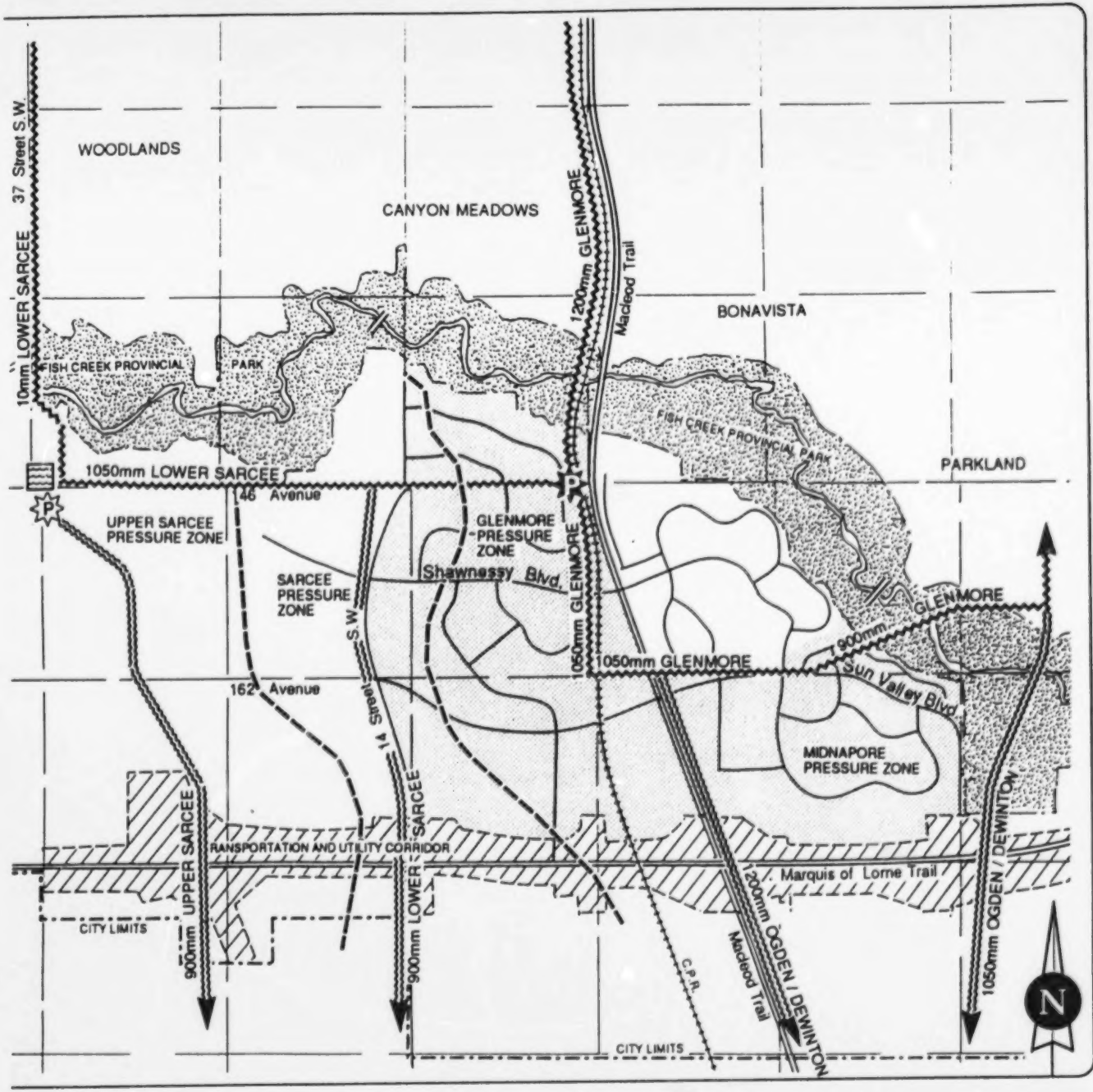
DATE: JULY 1990

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/2 1 mile
0 1609 meters

9.3 Water Service (Map 6)

All City of Calgary installed facilities required to service the study area are in place. The future mains and pump station, as shown on the map, are for servicing the lands in the south and west, beyond the study area.



MIDNAPORE 2 **MAP 6**

WATER SERVICE

LEGEND

- RESERVOIR
- PUMP STATION
- EXISTING WATERMAIN
- FUTURE WATERMAIN
- FUTURE PUMP STATION
- PRESSURE ZONE BOUNDARY
- STUDY AREA

DATE: JULY 1990

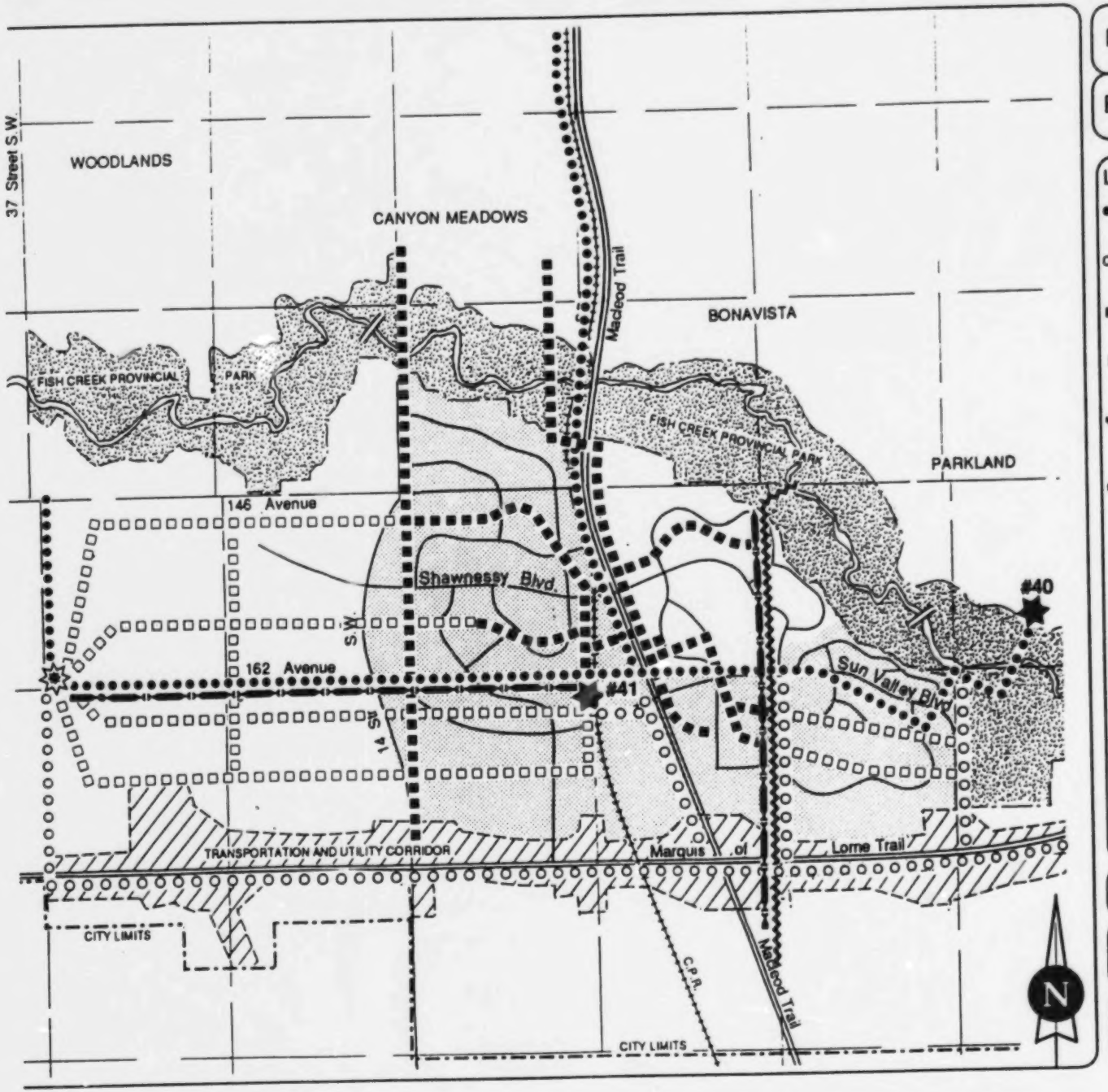
THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/2 1 mile
0 1609 meters

9.4 Electrical Service (Map 7)

Electrical service is to be provided by two 13.2 kV feeders. One runs parallel to the 6 Street S.E. grid alignment while the other runs east to west paralleling 162 Avenue. The latter overhead line extends north and south at Macleod Trail and at 37 Street S.W.

Two 13.2 kV feeders are proposed for the residential area east of Macleod Trail and south of Sun Valley Boulevard S.E., and an additional two 13.2 kV feeders are proposed for the total area west of Macleod Trail and north of 162 Avenue S.W. There is an electric substation at 5 Street and 162 Avenue S.W. and another proposed at 37 Street and 162 Avenue S.W.



MIDNAPORE 2 — MAP 7

ELECTRICAL SERVICE

LEGEND

- EXISTING 138KV FEEDERMAIN
- FUTURE 138KV FEEDERMAIN
- EXISTING 13,2KV FEEDERS
- FUTURE 13,2KV FEEDERS
- EXISTING 69KV FEEDERS
- EXISTING 13,2KV UNDERBUILD FEEDERMAIN
- EXISTING SUBSTATIONS
- PROPOSED SUBSTATION
- STUDY AREA

DATE: JULY 1990

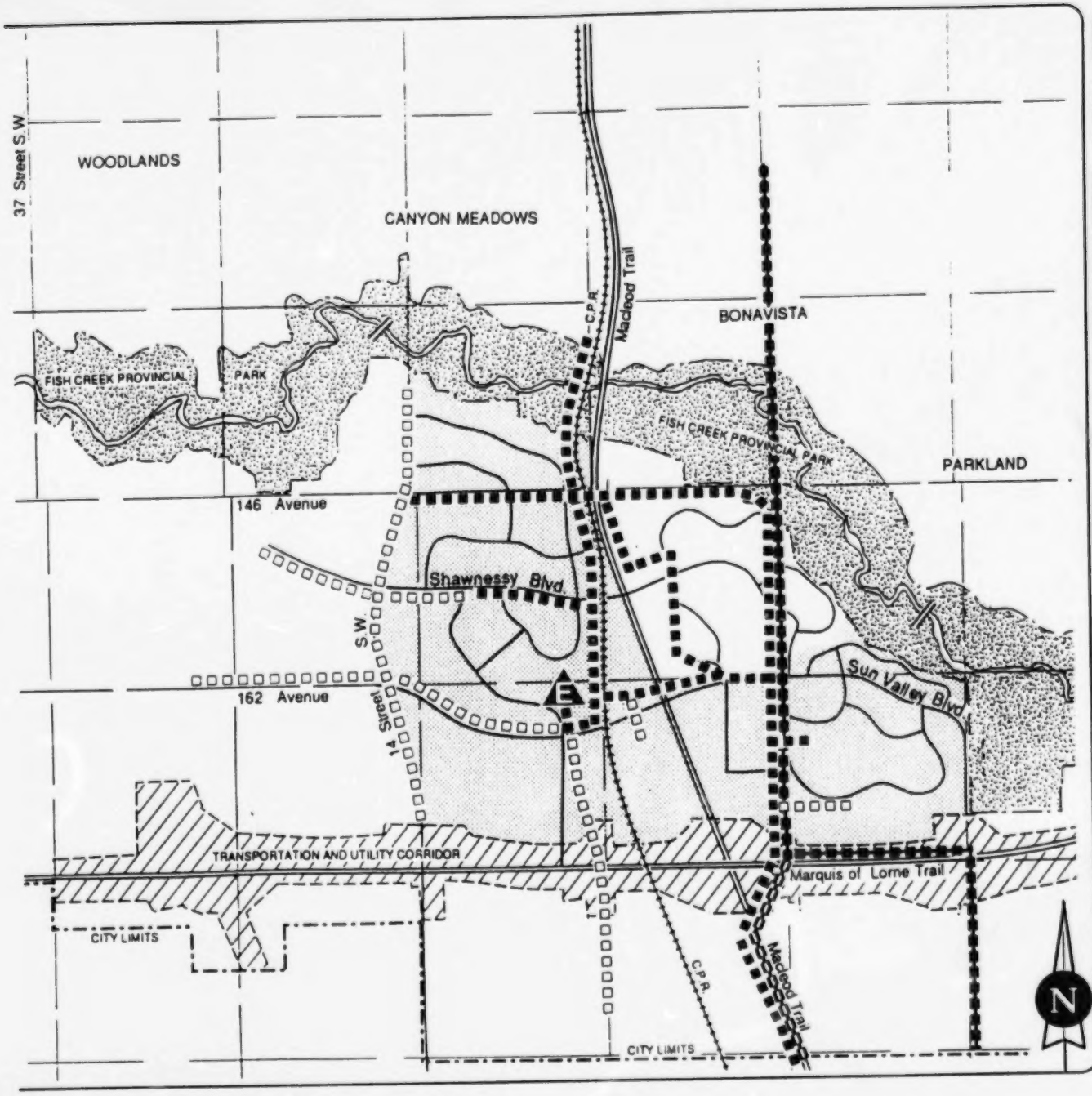
THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/2 1 mile
0 1600 meters

9.5 Telephone Service (Map 8)

The developed portion of the planning area is serviced by toll cables extending from the Bonavista area as shown on Map 8.

Feeder route extensions are possible for 6 Street S.E., the 5 Street S.W. road alignment, and 14 Street S.W. A westward extension at approximately the 156 Avenue grid alignment, however, is dependent upon right-of-way availability.



MIDNAPORE 2 | **MAP 8**

TELEPHONE SERVICE

LEGEND

- EXISTING TOLL
- PROPOSED TOLL ROUTE
- EXISTING FEEDER
- PROPOSED FEEDER
- E EXISTING EXCHANGE
- STUDY AREA

DATE: JULY 1990

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

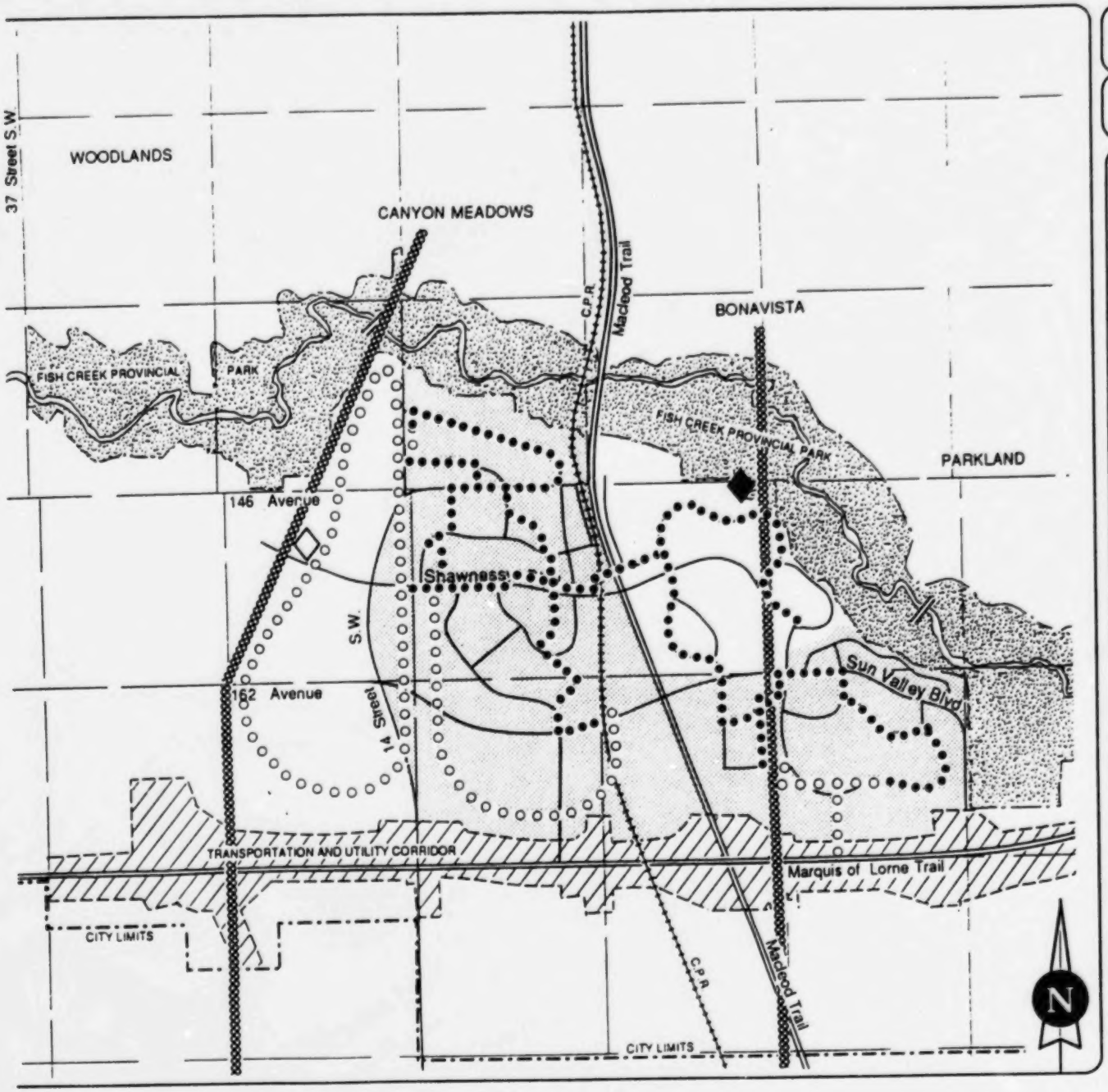
0 1/2 1 mile
0 1609 meters

9.6 Natural Gas Service (Map 9)

At present there are two Canadian Western Natural Gas high pressure transmission lines passing through the study area. One, with two 400 millimetre (16 inch) lines, runs along the 6 Street S.E. grid alignment to Marquis of Lorne Trail. The second, on the west side of Macleod Trail, cuts diagonally from the northeast to the southwest through Section 32 to 24 Street S.W. and continues southward to Marquis Lorne Trail. An existing regulator station is located at the north end of the Midnapore community which serves an existing 300 millimetre (12 inch) C.W.N.G. distribution feedermain to the east side of Macleod Trail at the 153 Avenue grid alignment. This main extends across Macleod Trail along Shawnessy Boulevard and serves as the feeder for the community districts of Shawnee Slopes, Millrise and Shawnessy.

Gas service is provided to the Sundance community by extending the existing 168.3 millimetre (6.7 inch) main which runs southward from the existing regulator station in the Midnapore community. This main will run eastward approximately along the 170 Avenue S.E. grid alignment, to serve future development in Sundance.

A proposed 168.3 millimetre (6.7 inch) feeder main west of Macleod Trail will extend south and westward along 162 Avenue S.W. to serve future development in the Shawnessy Community district.



MIDNAPORE 2

MAP 9

NATURAL GAS

LEGEND

- EXISTING FEEDERMAIN
- PROPOSED FEEDERMAIN
- EXISTING GAS TRANSMISSION LINE
- EXISTING REGULATOR STATION
- PROPOSED REGULATER STATION
- STUDY AREA

DATE: JULY 1990

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/2 1 mile
0 1600 meters

10.0 COMMUNITY SERVICES

10.1 Police Service

The planning area will be serviced from Police District Office #6, located at 8325 Bonaventure Drive S.E.

10.2 Fire Protection

The closest fire station to the planning area is Fire Station #26, located at 271 Midpark Boulevard S.E. (in Midnapore).

10.3 Library Service

The Calgary Public Library Board is currently looking for a site for a new branch near the regional centre.

At present, the nearest library is the Fish Creek Area Branch, located at 11161 Bonaventure Drive S.E. A bookmobile also stops regularly at the Midnapore Mall.

10.4 Social Services

Municipal social services will be provided from the Heritage Area Office located at 8500 Macleod Trail. Provincial social services will be provided from the Willow Park District Office located at 10325 Bonaventure Drive S.E. Future needs will be monitored and another municipal area office may be required to serve Calgary's southern communities.

10.5 Public Health Services

The Midnapore District Office, in the Midnapore Mall at 240 Midpark Way S.E., will provide public health service. The nearest hospital is the Rockyview General Hospital, approximately 12.8 kilometres (8 miles) away.

Another hospital may possibly be located in the vicinity of the Shawnessy Centre.